









mines, where the prices per catty of coal has risen to ten cash, or per ton \$14.63. The Chinese coal mines are only 60 ft from the town.

From Hupch I hear that His Excellency Chang Chih-tung has not as yet found the necessary coal and iron fields, as proposed by him last year, simply because the coal and iron beds are too far apart; therefore it can be said with good reason that after all Li Hung-chang is likely to have his own way with railways, and that the next move will be the Tangchow-Tientsin line, sanctioned in 1888, and there is every prospect of an early beginning with it. Want of money is the only obstacle at present.

His Imperial Majesty's tomb has not been begun to be built. The 13th August next will be his Majesty's twentieth birthday, and Li Hung-chang is urging that the building of the tomb should be commenced forthwith, and even if necessary that foreign capital should be borrowed to carry it out.—*Shanghai Mercury*.

### THE NAVAL MISHAPS IN TYTAM BAY.

In March last, it will be remembered, numerous accidents occurred to the Fleet, whilst going through a series of manoeuvres on Tytam Bay. The reticence of the authorities prevented us from giving more than the barest details at the time, but a London contemporary says that letters received from the China station state that the recent naval manoeuvres have been accompanied by some considerable damage to ships and torpedo-boats, and have occasioned a good deal of excitement. The manoeuvres, which began on March 18, lasted three nights, and consisted of an attack by the fleet on Tytam Bay, which was defended by the Imperieuse, flagship of Vice-Admiral Sir Nowell Salmon V.C., K.C.B., the Plover, gunboat, and the Swift, gun-vessel, under Captain May, R.N. These ships were supposed to have taken refuge in the bay, under some batteries, on opposite points of the bay, and to have constructed a mine field commanded by two electric lights from the batteries. The attacking fleet, under Captain W. H. Hall, consisted of the Severn, Leander, Caroline, Ratcliff, and torpedo-boats. The attack made on the night of March 18 was repulsed at every point. It was renewed on the following day in a dense fog, in which several torpedo-boats were damaged, and a second-class boat belonging to the attacking squadron, was cut almost in halves by one of the boats of the defending squadron which, suddenly discovering her in the fog, went full speed ahead instead of astern, owing to it being dark. The attacking boat was hit by the engine-room artificer. The sinking boat was kept afloat until help was brought, when she was towed into harbour for repairs, the bow of the defending boat having penetrated right into her engine-room. Several other boats had narrow escapes from being driven on to the rocks. On the 20th, the Alacrity, dispatch vessel, having on board Admiral Sir Nowell Salmon, the Commander-in-Chief, who was acting as umpire, ran ashore in the fog while leaving Tytam Bay. She was steaming, it is said, twelve knots an hour, and she carried away about four square feet of her foremast compartment just below the waterline, and bent back at right angles some two feet of her mainmast, and repairs will occupy at least three weeks. Her navigating officer was in hospital at the time, and it is understood that Captain Adair accepts full responsibility for the accident. A court of inquiry into the cause of the accident has been ordered to assemble at Hongkong, under the presidency of Captain Burgess Watson. In the course of the sham-fight all the attacking torpedo-boats were more or less injured by collision. In addition to these mishaps, the Imperieuse, flagship, was towing two captured boats into Hongkong Harbour after hostilities had ceased, and, in making sufficient allowance for the tide, while crossing the bows of the German flagship Leipzig, the two ships collided, with the result that the davis—four in number—and two boats were swept from the side of the Imperieuse, while the German ship lost her flying boom. One of the torpedo-boats in tow of the Imperieuse also lost a funnel and her mast by the collision.

### CHINESE IMMIGRATION.

#### WHY AMERICANS OBJECT TO THEIR COMING.

It is strange that some intelligent persons cannot distinguish between the Chinese contract laborer or his degraded brother who conducts opium joints, and educated and respectable citizens of China whose intellects can comprehend something beside soiled linen and dirty schemes. There is not the slightest objection to any respectable Chinaman pursuing studies or travel in the United States. The Chinese Government cares no more for what is done with its vagrant and degraded population in America than it cares for what becomes of them at home. The fact remains that the great majority of immigrants from China to this country are not only undesirable, but positively harmful to good morals and honest practices.

It is exceedingly difficult to distinguish between those who come with good purposes and those who do not. Their proverbial deceit and the difficulty of acquiring their language are acknowledged barriers against bidders, and to account when once they are here. The protests of good citizens against what they have seen fit to term American cruelty come with poor grace, because they are not founded on that charity which begins at home, and provides first of all for home and the home and the home interests.

The number of Chinamen in America who have become thoroughly Americanized, or Christianized, can doubtless be counted on one's two hands, while the number of Americans who by their influence have become degraded and debauched, and the number of others who are constantly subjected to their temptations, is multiplied by this a hundred-fold.

The position of the Americans in China, as a rule, is vastly different, and notice is taken of the condition of missions and missionaries in China and their fate if retaliation should be pursued by the Chinese Government.

The United States should ask no favors of the Chinese which it is not willing to accord. The religion of Christ is preached by Americans in the cities of China, and per contra the doctrine of Confucius is taught and heathen rites are practiced in temples in San Francisco and other American cities. On the other hand, people who go to China from this country, whether for purposes of trade, or as missionaries, carry wealth to that country, and its own Government knows that they are a valuable addition to its financial resources and to the stability of the Empire, but the same cannot be said upon the other side of the question.

It has been a constant fight to keep undesirable Chinese from gaining admission into the United States through Canadian and Mexican borders, and the recent order of Secretary Windom refusing to have Chinese laborers in transit to Mexico transferred at the port of San Francisco will meet with universal approval by those who are thoroughly familiar with the necessities of the case.

The fact is that the Chinese consider the whole earth as theirs. They number nearly a quarter of the world's population and outnumber any other race. They swarm on the southeast coast of Africa, in the Straits Settlements, in the Pacific Islands and in Australasia. In many of these sections they are in the majority and have supplanted previous conditions.—*Albany Journal*.

### THE FOGGY GAME.

The "noble" game of golf has lately attracted a great deal of attention. A good many previously attractive heath and commons have been spoiled by it, a good many previously unknown tallows have made their fortunes out of it. A book has also been written upon the subject. Altogether it has been puffed and advertised a good deal. So I thought I might employ with advantage some portion of the recent holidays in getting up the subject.

I find, then, upon careful and most painstaking investigation on the field—or rather on the "links,"—that golf is a game which has been called into existence to meet a real want. It is a game especially—and may almost say Providentially—adapted to that enormous section of civilised humanity which I will describe as the over-fleshy. The over-fleshy are of two genders, the male or big-waisted, and the female or light-laced. To sufferers from both these deformities golf is a real blessing. It enables them to present the appearance and obtain the credit of taking exercise, without the fearful necessity of actually exerting themselves. To the over-fleshy of both genders the game of lawn tennis, until lately supreme in this country, did a cruel wrong, by making them appear at once odious and ridiculous. To see heavy men, and harassed women (for no woman nowadays dresses—she only harnesses herself) struggling to be athletic was a sight to provoke tears or nausea. The grotesque contortions (styled "graceful attitudes") into which these heavy men and harassed women were driven to throw themselves in the pursuit of the tennis ball, were extremely trying to the philanthropic on-looker. I have always felt extremely thankful that the art of the instantaneous photographer was never (so far as I am aware) brought to bear on the game of lawn-tennis as played by fat men and pinched women; but that, instead, we had presented to us only the idealised pictures of Mr. Du Maurier and other accomplished artists who knew how to invent grace where they certainly never found it.

But golf is a pastime entirely free from this objection. No matter how grossly a man may over-feed himself, no matter how strictly a girl may harness herself, golf may still be grasped at, and even excelled in, by the ungraciously deformed one. Golf is a game which, though styled "manly," requires really no muscular exertion worth speaking of. It is, indeed, necessary to be able to walk; but nothing at all heroic in the way of walking is necessary. One of the most constant gollers of my acquaintance is a gallant officer who has lost a limb in the service of his country. I questioned this hero closely on the merits of his favourite pastime. "Well, sir," said his candid answer, "it is the best game out for a man with a wooden leg." "But," said I, "if you had been unfortunate as to leave your arms, as well as your legs, in Egypt, could you play golf then?" "Yes," he said, "I think I could with decent artificiality, for you see it is not strength of arm you want, but mere swing of the body. It is the pendulum trick that does it. An intelligent old-fashioned caddy could play the game if wound up every eighth day." "Is it a game that takes it out of a man?" I asked, eager to be fully primed in regard to the thrilling exercise. "Ah!" said he, "that entirely depends upon how much you smoke during the matches, and how much you drink between them. Of course, a man may play the mischief with him if ever golf he has no self-control. 'How many miles does a golfer usually walk?' was my next question. 'Stroll, you mean,' said my friend of the wooden leg. 'Well, stroll then, upon the links?' 'Three or four perhaps, more or less, in the course of the afternoon.' 'How does he get to the links?' 'Oh, drive, drive always, if it is only half a mile, and drive home again. You never catch a golfer tramping along a dusty road.' 'Does it give a man an appetite for his dinner?' was my next and final question. 'Well,' replied my transparently candid hero, 'I always take a glass of sherry and a bit of beef.' So much for the "noble" game itself. Now for the costume in which it is to be played. If you are female, you must, of course, be "tailor made." And in this connection the only remark I will permit myself to hazard is this: If you are female, and "tailor made," don't wear drab, because if you do there will be nothing, except your visible golf-stick and your invisible soul, to distinguish you from the ordinary cottage-loaf. If you are male, then you must wear knickerbockers, because the stockings show your calves—if you have any, and can be so arranged as to represent calves if you have not. On your feet you should have boots with several rows of hobnails in the soles. The hobnails are not the slightest use. But they look manly and businesslike. As to the coat, any kind of coat will do provided it presents an eccentric and showy appearance. For old gentlemen, especially if troubled with rheumatism, there is nothing like a good well-lined dressing-gown (or "ulster" as it is sometimes called), but it should be of a striking pattern, so that all the world may know that the wearer really is playing golf, and has not merely come out for an idle walk. By the way, there is one thing I must not forget to mention. The hands of the golfer are always gloved while engaged in the manly and athletic pastime.

I think I have now set down all the particulars worth noting with regard to golf. It is said to have made Scotchmen what they are; and in due course of time I have no doubt (for it is only in its infancy in this country as yet) that it will combine with the East wind and the London fog and the Primrose League to make Englishmen what they will be.—*Truth*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of Consumption, Bronchitis and General Debility, than any other remedy known to medical science. Read the following:—"I have prescribed 'Scott's Emulsion' and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne."—MARTIN MILLS, M.D., &c., Stantonbury, Bucks. Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

### Today's Advertisements.

#### H. FOURNIER & Co.

THE STOCK-IN-TRADE of this shop, consisting of Groceries, Wines, &c., all of the best quality, will from this date be sold at greatly reduced prices.  
Hongkong, 7th June, 1890. [869]

### PERSEVERANCE LODGE OF

HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in FRANKLIN'S HALL, 2nd Floor, Street, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely.  
Hongkong, 7th June, 1890. [871]

## HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

### HALF-YEARLY CLEARANCE SALE.

MONDAY NEXT AND FOLLOWING DAYS.

LADIES' AND CHILDREN'S GENTLEMEN'S TAILORING AND OUTFITTING DEPARTMENTS.

See Special Circular.

NOTICE.—Compulsory Clearance Sale of High Class and other Furniture, Furnishing Requisites, &c., &c., in view of extensive Alterations to Premises.

This important Sale commences on Tuesday, July 1st; for further particulars see future announcements.

## HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ Co., Ltd.)

Hongkong, 5th June, 1890

### THEATRE ROYAL

#### CITY HALL, HONGKONG.

Mr. FLETCHER, Stage Manager.  
Mr. G. TRIMMELL, Conductor.  
Signora DALMATA, Musical Directress.  
Prof. WARDROBE, Musical Light Operator.  
Madam CROUCHER, Wardrobe.  
Mr. E. J. RAMSAY, Scenic Artist.  
J. LASCELLES, Mechanic.  
SCHNIDDER, Property Master.  
T. EMPSON, Business Manager.  
F. DUKE, Treasurer.

HAS been patronized by H. R. H. the Duke of Edinburgh, H. R. the Marquis of Dufferin and Ava, and H. R. the Marquis of Dufferin and Ava, and Suite, H. R. H. the Duke of Connaught, H. E. Lord Connaught, Sir Harry and Lady Prendergast, H. H. the Maharajah of Cochin Behar, H. H. the Maharajah of Mysore, Maharajah of Belial, K.C.I.E., H. H. the Lieut. Governor of Bengal, and Lady Bailey, Admiral Sir Frederick Roberts, Sir H. Robinson, Sir Charles Darling, Sir Benjamin Pyne, General Gordon, the late Sir Salar Jung, General La Touche and Officers of the Bombay Garrison, and other Distinguished Personages, &c., &c.

### GRAND OPENING NIGHT

HARRY STANLEY'S Operatic, Burlesque, Dramatic & Pantomime Co. Of 60 Performers.

FOR SIX NIGHTS ONLY commencing

TUESDAY, the 10th June,

when will be presented the beautiful Comic Opera in 3 Acts,

"L A MASCOTTE"

with full cast and chorus.

BOOK YOUR SEATS AT ONCE.

New and Splendid Scenery, Magnificent Wardrobe, Efficient Orchestra.

Under the Celebrated Conductor Mr. G. Trimmell.

PRICES AS USUAL.

Military in uniform Half-Price to Back Seats only.

Plans at KELLY & WALSH.

Doors open at 8.30 P.M., Overture at 9 P.M.

T. EMPSON, Manager.

Hongkong, 7th June, 1890. [867]

### SALE OF VALUABLE LEASEHOLD PROPERTY.

MR. J. M. ARMSTRONG has received instructions to Sell by Public Auction,

on SATURDAY, the 14th day of June, 1890, at 3 O'CLOCK in the afternoon, at the premises,

ALL that Piece or Parcel of GROUND situate lying and being at Victoria in the Island of Hongkong abutting on the North side thereof on Inland Lot No. 970, and measuring thereon 70 feet and 10 inches on the South side thereof on Inland Lot No. 972, and measuring thereon 70 feet and 10 inches on the East side thereof on a public passage adjoining D'Almeida Street and measuring thereon 25 feet and 8 inches and on the West side thereof in Wyndham Street and measuring thereon 25 feet and 8 inches which said Piece or Parcel of Ground contains in the whole 1818 square feet and is registered in the Land Office as Inland Lot No. 971. Together with the messuage thereon known as No. 33, Wyndham Street, Victoria aforesaid and all rights and appurtenances thereto belonging or appertaining. Held for the residue of the term of 999 years from the 26th June, 1843, created by an Indenture of Crown Lease dated the 13th August, 1887, and made between Her Majesty Queen Victoria of the one part and JOSE ANTONIO DOS REMIGIOS of the other part. Subject to the payment of the annual Crown Rent of \$32 and subject to a Mortgage for \$5,000 and interest dated the 25th November, 1889, and made between the YANDOK of the one part and FARMER, THOMAS FRASER, FOSTER of the other part.

The premises are let at the Rent of \$55 a month.

For further Particulars and conditions of Sale, apply to

EWENS & REECE, Solicitors, 63, Queen's Road, or to

J. M. ARMSTRONG, Auctioneer, 49, Queen's Road.

Hongkong, 7th June, 1890. [868]

### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES OF CARGO per Steamship "ARRATON APCAR"

are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 13th inst. will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed that all claims must be made immediately, as none will be entertained after the 13th inst.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 7th June, 1890. [866]

### Intimations.

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship

"HAITAN"

Captain S. Ashton, will be despatched for the above Ports, on TUESDAY, the 10th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 7th June, 1890. [870]

MOGUL STEAMSHIP COMPANY, LD.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Steamship

"PATHAN"

Captain Roy, will be despatched on the 10th inst.

For Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 7th June, 1890. [866]

### Shipping.

#### STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES"

Captain Hunter, will be despatched for the above Ports, TO-MORROW, the 8th June, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 5th June, 1890. [857]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN"

R. Nelson, Commanding, will be despatched as above on THURSDAY, the 14th June, at 5 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabin are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th May, 1890. [859]

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"CLYDE"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 4th June, 1890. [853]

FOR MELBOURNE AND SYDNEY.

(Taking through Cargo to ADELAIDE, NEW ZEALAND, and QUEENSLAND PORTS.)

THE Steamship

"BUCEPHALUS"

Captain Forrester, will be despatched for the above Ports, via SINGAPORE and JAVA, on THURSDAY, the 14th inst.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.

Hongkong, 4th June, 1890. [854]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Company's Steamship

"OANFA"

W. S. Thomson, Commanding, will be despatched for the above Ports, on or about the 13th inst.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 6th June, 1890. [866]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HOEDHAI, MASBOWAN, SUVA, TEBDA, SUEZ, PORT SAID, BRINDISI, TRIESTE, and VENICE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

THE Company's Steamship

"MELPOMENE"

will be despatched as above on the 17th inst., at NOON.

Cargo will not be received on board after 5 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 7th June, 1890. [866]

### Shipping.

#### STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"MONGKUT"

Captain Geo. Anderson, will be despatched for the above Ports, TO-MORROW, the 8th inst., at 10 A.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 5th June, 1890. [858]

FOR NAGASAKI AND KOBE.

THE Steamship

"LYEEMOON"

Captain G. Heuzemann, will be despatched for the above Ports, on MONDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 6th June, 1890. [860]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Steamship

"CHINGWO"

T. Stinton, Commanding, will be despatched for the above Port, on or about the 9th June.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 27th May, 1890. [797]

FOR KOBE.

THE Steamship

"RIVERSDALE"

Captain Mooney, will be despatched on the 8th inst.

For Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 3rd June, 1890. [843]

FOR KOBE AND YOKOHAMA.

THE Steamship

"STRATHLEVEN"

Captain Berwick, will be despatched on the 11th inst.

For Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 3rd June, 1890. [844]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK.

THE Steamship

"MONMOUTHSHIRE"



## Commercial.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—194 per cent. premium, sellers.  
 Union Insurance Society of Canton—\$100 per share, sellers.  
 China Traders' Insurance Company—\$70 per share, sellers.  
 North China Insurance—Tls. 355 per share, buyers.  
 Canton Insurance Company, Limited—\$120 per share, buyers.  
 Yangtze Insurance Association—Tls. 96 per share.  
 On Tai Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$355 per share, buyers.  
 China Fire Insurance Company—\$84 per share, sellers.  
 Hongkong and Whampoa Dock Company—\$54 per share, premium, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$361 per share, sellers.  
 China and Manila Steam Ship Company—104 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$190 per share, buyers.  
 Hongkong Hotel Co's Six per cent. Debentures—\$101.  
 Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.  
 Douglas Steamship Company—\$54 per share, seller.  
 China Sugar Refining Company, Limited—\$170 per share, sellers.  
 Luzon Sugar Refining Company, Limited—\$75 per share, sellers.  
 Hongkong Ice Company—\$98 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$30 per share.  
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.  
 A. S. Watson & Co., Limited—\$21 per share, buyers.  
 Chinese Imperial Loan of 1884—11-24 per cent. premium, sellers.  
 Chinese Imperial Loan of 1886—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886—11 per cent. premium.  
 Hongkong Rone Manufacturing Company, Limited—\$11 per share, buyers.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
 Panion and Seng Lee Samant Mining Co., Ltd.—\$83 per share, sellers.  
 The International Gold Mining Co., Limited—\$131 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$75 per share, buyers.  
 Tongkin Coal Mining Co.—\$350 per share, buyers.  
 The Hongkong High-Level Tramway Co., Limited—par, nominal.  
 The East Horne Planting Co., Limited—\$20 per share, sellers.  
 H. G. Brown & Co., Ltd.—\$55 per share, sellers.  
 The Seng Lee Koyah Planting Co., Ltd.—\$30 per share, buyers.  
 Crick & Co., Ltd.—\$40 per share, nominal.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par, nominal.  
 The China-Horne Co., Ltd.—\$25 per share, seller.  
 The Davel Bay Trading Co., Ltd.—\$8 per share, nominal.  
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.  
 The Green Island Cement Co. (Old Issue)—\$32 per share, sellers.  
 The Green Island Cement Co. (New Issue)—\$3 per share, nominal.  
 The Hongkong Land Investment Co., Ltd.—\$90 per share, buyers.  
 The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$25 per share, buyers.  
 The West Point Buildings Co., Ltd.—\$40 per share, sellers.  
 The Peak Hotel and Trading Co., Ltd.—\$20 per share, sellers.  
 The Labuk Planting Co., Ltd.—\$17 per share, sellers.  
 The Lamag Planting Co., Ltd.—\$30 per share, nominal.  
 The Jebleu Mining and Trading Co., Ltd.—\$44 per share, sellers.  
 The Selama Tin Mining Co., Ltd.—\$3 per share, buyers.  
 The Shamene Hotel Co., Ltd.—\$5 per share, nominal.  
 The Kowloon Land Investment Co., Ltd.—\$15 per share, buyers.  
 The Trust and Loan Co. of China and Japan—\$13 per share, sales.  
 The Hongkong Marine, Limited—par, nominal.

**EXCHANGE.**  
 ON LONDON—Bank, T. T. 3 3/4  
 Bank Bills, on demand 3 3/4  
 Bank Bills, at 30 days' sight 3 3/4  
 Bank Bills, at 4 months' sight 3 3/4  
 Credits at 4 months' sight 3 3/4  
 Documentary Bills, at 4 months' sight 3 3/4

**ON PAID.**  
 Bank Bills, on demand 4 1/2  
 Credits, at months' sight 4 1/2  
 ON INDIA, T. T. 22 1/2  
 On Demand 22 1/2

**ON SHANGHAI.**  
 Bank, T. T. 7 1/2  
 Private, 30 days' sight 7 1/2

## Shipping.

## ARRIVALS.

CHINGWO, British steamer, 1,666, T. Stainton, 6th June—Shanghai 2nd June, General—Arnhold, Karberg & Co.  
 JOHANN, German steamer, 429, H. Binge, 7th June—Peking 3rd June, and Holow 5th, General—Wied & Co.  
 TAIYUAN, British steamer, 1,459, Robt. Nelson, 6th June—Kobe via Nagasaki 2nd June, Coals and General—Butterfield & Swire.  
 NANSHAN, British steamer, 805, J. Blackburne, 7th June—Singapore 21st May, and Bangkok 1st June, Rice—Hop Hing Hong.  
 TRITOS, German steamer, 1,346, Iweren, 7th June—Saigon 3rd June, Rice—Siemssen & Co.  
 ARRATON APCAR, British steamer, 1,308, J. G. Spence, 7th June—Calcutta 23rd May, Penang 29th, and Singapore 31st June, Opium and General—D. Sassoon, Sons & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 Ashington, British steamer, for Yokohama, 7th June.  
 Johann, German steamer, for Holow, 8th June.  
 Thalys, British steamer, for Swatow, 8th June.  
 Teheran, British steamer, for Singapore, 8th June.  
 Riversdale, British steamer, for Kobe, 8th June.  
 Biagno, Italian steamer, for Singapore, 8th June.  
 Chingwo, British steamer, for Singapore, 8th June.  
 Gungary, British steamer, for Singapore, 8th June.

**DEPARTURES.**  
 June 7, Gungary, British steamer, for Singapore, 8th June.  
 June 7, Euphrates, British steamer, for Rangoon.

June 7, Biagno, Italian steamer, for Singapore, 8th June.  
 June 7, Teheran, British steamer, for Singapore, 8th June.  
 June 7, Zofiro, British steamer, for Amoy, 8th June.  
 June 7, Amoy, German steamer, for Shanghai, 8th June.  
 June 7, Ashington, British steamer, for Yokohama, 8th June.

**PASSENGERS—ARRIVED.**  
 Per Nanshan, str., from Singapore, &c.—4 Chinese.  
 Per Taiyuan, str., from Kobe, &c.—Mr. and Mrs. and Miss Roberts, Miss Naughton, and Mr. Stillman.  
 Per Tritos, str., from Saigon.—15 Chinese.  
 Per Arraton APCAR, str., from Calcutta.—Mrs. J. Ellis, Mrs. Solomon, and Mr. E. E. Elias. From Penang.—24 Chinese, 28 women and 7 children. From Singapore.—Mr. and Mrs. E. E. Elias, Messrs. Emson and Ramsay, 2 Japanese, 3 women, and 2 European servants. 5 Indian, 1 woman, 1 Jew, 2 Armenians, 228 Chinese, 22 women and 15 children.

**DEPARTED.**  
 Per Teheran, str., for Singapore, &c.—202 Chinese.  
 Per Biagno, str., for Singapore, &c.—298 Chinese.  
 Per Gungary, str., for Singapore, &c.—13 Europeans and 115 Chinese.  
 TO DEPART.  
 Per Johann, str., for Hoilow.—50 Chinese.  
 Per Thalys, str., for Swatow, &c.—20 Chinese.  
 Per Chingwo, str., for Singapore, &c.—12 Chinese.

**REPORTS.**  
 The German steamship Tritos reports that she left Saigon on the 3rd instant. Had fine weather and moderate east wind.  
 The British steamship Taiyuan reports that she left Kobe via Nagasaki on the 2nd instant. Had light southerly and northerly winds with fine weather throughout.  
 The British steamship Arraton APCAR reports that she left Calcutta on the 2nd instant, Penang on the 29th, and Singapore on the 31st instant, arrived here on the 7th. Had fine weather throughout.  
 The British steamship Nanshan reports that she left Singapore on the 21st ultimo, and Bangkok on the 1st instant. From Singapore to Bangkok, she experienced light variable air and squally weather with smooth sea. From Bangkok to Pulo O, she had similar weather; thence to port had light south-west monsoon and smooth sea throughout. In Koh-si-chang, the steamship Devanagere. In Koh-si-chang, the steamship Devanagere. In Koh-si-chang, the steamship Devanagere.

## Post Office.

For Kobe.—Per Riversdale to-morrow, the 8th instant, at 9:00 A.M.  
 For Swatow and Bangkok.—Per Mongkut on Monday, the 9th instant, at 9:30 A.M.  
 For Singapore.—Per Oceana on Monday, the 9th instant, at 9:30 A.M.  
 For Bangkok.—Per Edendale on Monday, the 9th instant, at 11:30 A.M.  
 For Siam and London.—Per Chingwo on Monday, the 9th instant, at 11:30 A.M.  
 For Yokohama.—Per Choyang on Monday, the 9th instant, at 11:30 A.M.  
 For Nagasaki and Kobe.—Per Lyee-moon on Monday, the 9th instant, at 3:30 P.M.  
 For Europe, &c., India via Bombay.—Per Rosetta on Thursday, the 14th instant, at 11:00 A.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per Taiyuan on Thursday, the 14th instant, at 4:30 P.M.  
 For Shanghai, Kobe, Yokohama, and Vancouver.—Per Davao on Saturday, the 14th instant, at 11:30 A.M.  
 For Kobe, Yokohama, and San Francisco.—Per Gaelic on Saturday, the 14th instant, at 6:30 P.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

ALBANY, British steamer, 1,489, Ed. Porter, 4th June—Saigon 31st May, Rice and Paddy.—Adamson, Bell & Co.  
 AMIGO, German steamer, 771, T. Bruhn, 2nd June—Saigon 29th May, Rice.—A. G. Morris.  
 BENLAWERS, British steamer, 1,571, Alex. Webster, 4th June—Nagasaki 31st May, Coals.—Gibb, Livingston & Co.  
 BUCEPHALUS, British steamer, 1,192, A. Forrester, 6th June—Saigon 30th April, Rice.—Geo. R. Stevens & Co.  
 CHOYANG, British steamer, 1,194, W. E. Sawyer, 6th June—Saigon 31st May, General.—Jardine, Matheson & Co.  
 CICERO, British steamer, 1,039, A. B. George, 4th June—Saigon 31st May, Rice.—Arnhold, Karberg & Co.  
 DON JUAN, Spanish steamer, 656, R. Beltran, 3rd May—Manila 30th April, General.—Brandao & Co.  
 EDENDALE, British steamer, 1,566, R. Humphrey, 2nd June—Bangkok 26th May, Rice.—Adamson, Bell & Co.  
 FAME, British steamer, 1,177, W. W. Allan—Hongkong Government tender.  
 FELDRIDGE, British steamer, 1,336, John Rube, 8th June—Saigon 30th April, Rice.—Russell & Co.  
 GABRIEL, British steamer, 4,209, W. G. Pearne, 2nd June—San Francisco 8th May, and Yokohama 27th May, Mails and General.—O. & O. S. S. Co.  
 GENERAL WERDER, German steamer, 1,829, M. Elchel, 3rd June—Yokohama 25th May, Kobe 28th, and Nagasaki 30th, Mails and General.—Melchers & Co.  
 GLENARL, British steamer, 1,410, W. Murray, 4th June—Saigon 31st May, Rice.—Jardine, Matheson & Co.  
 LOMBARDY, British steamer, 1,570, G. L. Langborne, 4th June—Yokohama 25th May, Coals.—P. & O. S. N. Co.  
 LY-EE-MOON, German steamer, 1,218, Heuermann, 31st May—Bangkok 26th May, Rice.—Siemssen & Co.  
 MCBETH, British steamer, 622, Geo. Edwards, 4th June—Kobe 29th May, General.—Adamson, Bell & Co.  
 MONGKUT, British steamer, 858, Geo. Anderson, 4th June—Bangkok 27th May, General.—Yuen Fat Hong.  
 NORTHERN, British str., 1,462, Wm. Richardson, 3rd June—Kutchinow 28th May, General.—Russell & Co.  
 OCEANA, German steamer, 1,400, G. Petersen, 4th June—Kobe 30th May, General.—Siemssen & Co.  
 PHU QUOC, French steamer, 183, Vallin, 28th Sept.—Touron 20th Sept., Coals.—Wing Tai & Co.

**HONGKONG—STEAMERS.**  
 Continued.  
 PILOT FIAT, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.  
 RIVERSDALE, British steamer, 1,311, James. Mooney, 2nd June—Nagasaki 28th May, Coals.—Adamson, Bell & Co.  
 STRATHLAVEN, British steamer, 1,588, Berwick, 2nd June—Saigon 29th May, Rice.—Adamson, Bell & Co.  
 THALES, British steamer, 820, W. Y. Hunter, 3rd June—Taiwan 30th May, Amoy 31st and Swatow 2nd June, General.—D. Laprak & Co.

**SAILING VESSELS.**  
 DANIEL T. JENNEY, American ship, 1,620, Rodick, 24th March—New York 4th Nov. Petroleum.—Order.  
 ELISE, German ship, 1,348, F. Rowell, 27th May—New York 31st May, Petroleum.—Order.  
 ELISABETH, German bark, 447, H. Ahrens, 4th June—Siam (Darvel Bay) 13th May, Hardwood.—Reuter, Brockelmann & Co.  
 EMK, British bark, 774, Summers, 2nd March—London 6th November, General.—Order.  
 JOSEPH H. SCAMMEL, British ship, 1,410, Bolt, 2nd May—Shanghai 20th April, General.—Reuter, Brockelmann & Co.  
 LANDSEER, American ship, 1,400, A. H. Laffin, 27th May—New York 21st Dec., Kerosene Oil.—Russell & Co.  
 PAPA, German bark, 748, C. L. Henne, 4th June—Hamburg 25th Jan., General.—Siemssen & Co.  
 PARAMITA, American ship, 1,498, C. D. Prescott, 28th May—New York 7th Dec., Petroleum.—Adamson, Bell & Co.  
 PATAGONIA, British bark, 1,199, Wm. Hibbert, 8th May—New York 4th Nov., Kerosene Oil.—Russell & Co.  
 SOTER, Norwegian bark, 471, J. L. Winckler, 31st May—Menado 2nd May, Ebony.—Siemssen & Co.  
 STATE OF MAINE, American ship, 1,426, F. D. Nickels, 14th May—Singapore 21st April, Timber.—Order.  
 TARAPACA, British bark, 496, H. Kennet, 19th May—Sandakan 29th April, Timber.—Gibb, Livingston & Co.  
 Z. RING, British ship, 1,371, McLeod, 27th May—New York 20th Nov., Petroleum.—Russell & Co.

**CONSIGNEES.**  
 OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
 NOTICE.  
 CONSIGNEES OF CARGO per Steamship "GAELIC."  
 The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.  
 Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
 CHAS. D. HARMAN, Agent.  
 Hongkong, 2nd June, 1890.

**Insurances.**  
 THREE IMPORTANT FACTS ABOUT THE STANDARD LIFE OFFICE.  
 1.—HALF A MILLION STERLING per annum is being paid in Death claims year by year.  
 2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.  
 3.—THE LIVES who die are annually replaced by more than double the number of new carefully selected lives.  
 ADAMSON, BELL & Co., Agents, Hongkong.  
 ATLAS ASSURANCE COMPANY OF LONDON.  
 THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
 EDUARD SCHELLHASS & Co., Agents.  
 Hongkong, 12th April, 1890.  
 FIRE INSURANCE COMPANY OF 1877 IN HAMBURG.  
 THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
 REUTER, BROCKELMANN & Co., Agents.  
 Hongkong, 1st July, 1889.  
 GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.  
 THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.  
 REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1889.  
 GENERAL NOTICE.  
 THE ON TAI INSURANCE COMPANY, (LIMITED).  
 CAPITAL TAELS 600,000, £333,333-33.  
 EQUAL TO 2,000,000, £1,000,000.  
 RESERVE FUND £1,000,000.  
 BOARD OF DIRECTORS.  
 LEE SING, Esq., Chairman.  
 LOO TIO SHUN, Esq., Vice-Chairman.  
 MANAGER—HO AMEL.  
 MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.  
 HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1889.  
 NOTICE.  
 THE MAN ON INSURANCE COMPANY LIMITED.  
 CAPITAL SUBSCRIBED £1,000,000.  
 The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.  
 WOO LIN YUEN, Secretary.  
 HEAD OFFICE, 2, QUEEN'S ROAD WEST, No. 2, QUEEN'S ROAD WEST, Hongkong, 11th January, 1890.

**Entirely new.**  
**Notice to Consumers**  
 The PRODUCTS OF  
**ORIZA-PERFUMERY L. LEGRAND**  
 207, rue Saint-Honore, PARIS  
 Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA, ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP  
 HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:  
 1° Their manufacture is supervised with the greatest care;  
 2° Their qualities are unalterable and their scents are sweet.  
**AS THESE PRODUCTS ORIZA ARE COUNTERFEITED to live upon their reputation.**  
 we warn Consumers not to let themselves be deceived.  
 THE GENUINE PRODUCTS are sold at all respectable firms of Perfumers and Druggists.  
 ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

**NOTICE.**  
**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**  
 SHIPMASTERS AND ENGINEERS.  
 are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.  
 In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.  
 D. GILLIES, Secretary.  
 Hongkong, 25th August, 1885.

**Dr. Knorr's ANTIPYRINE.**  
 (Dose for Adults 15 to 36 grains Troy)  
 IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOTING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.  
 Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations! Hongkong 20th May, 1889.  
 THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.  
 SUBSCRIBED CAPITAL £500,000.  
 PAID UP CAPITAL 250,000.  
 RESERVE FUND 1,250,000.  
**BOARD OF DIRECTORS.**  
 Hon. J. J. KESWICK, Chairman.  
 Hon. C. P. CHATER, Vice-Chairman.  
 LEE SING, Esq., S. C. MICHAELSEN, Esq., J. S. MOSES, Esq., G. E. NOBLE, Esq., POON PONG, Esq., D. R. SASSOON, Esq.  
**HANKERS.**  
 THE HONGKONG & SHANGHAI BANKING CORPORATION.  
 MONEY advanced on Mortgage, on Land, and Buildings.  
 Properties purchased and sold.  
 Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.  
 Full particulars can be obtained at the Company's Office, No. 5, Queen's Road Central.  
 A. SHELTON HOOPER, Secretary.  
 Victoria Buildings, Hongkong and Macao, 1889.  
**HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.**  
 SUMMER TIME TABLE.  
 To take effect from 1st May.  
 The CARS RUN between St. John's Place and Victoria Gap as follows:—  
**WEEK DAYS.**  
 8 to 10 A.M. every quarter of an hour.  
 10 to 1 P.M. every quarter of an hour.  
 1 to 2 P.M. every half hour.  
 4 to 8 P.M. every quarter of an hour.  
**THURSDAYS.**  
 NIGHT TRAM at 10.30 and 11 P.M.  
**SUNDAYS.**  
 CHURCH TRAM at 10.40 A.M.  
 12 (NOON) to 2 P.M. every quarter of an hour.  
 4 to 8 P.M. every quarter of an hour.  
 9, 10, 10.30 and 11 P.M.  
 Special Cars may be obtained on application to the Superintendent.  
 Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.  
 MACLEWEN, FRICKEL & Co., General Managers.  
 Hongkong, 30th April, 1890.  
**NOTICE.**  
**THOMAS KE R & CO.**  
 ENGINEERS, BOILER-MAKERS AND CONTRACTORS.  
 YAU-MATI ENGINEERING WORKS, Kowloon.  
 Hongkong, 6th June, 1890.  
**G. FALCONER & CO.**  
 WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.  
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
 No. 48, Queen's Road Central.  
 Hongkong, 31st November, 1889.

**Masonic.**  
**ST. JOHN LODGE OF HONGKONG, No. 618, S.C.**  
 A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zeland Street, on THURSDAY, the 12th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren are cordially invited.  
 Hongkong, 3rd June, 1890.

**For Sale.**  
 JUST ARRIVED FOR SALE.  
 THE New Stem/Winder and Enamelled Dial WATERBURY WATCH.  
 SERIES J.—For Gentlemen's, or large size.  
 SERIES L.—For Ladies', or small size.  
 Winder in less than a dozen turns; Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate, and also  
 SERIES E.—The "Good old favorite." The best form of the original Waterbury: offered at the reduced price of \$2.70 each.  
 Orders from Out-ports to be accompanied with remittance for cost.  
 THE MITSUI BUSSAN KAISHA, Sole Agents in Japan, China, Corea, Hongkong & Macao.  
 No. 10, QUEEN'S ROAD CENTRAL.  
 Opening on 20th February 1890.

**FOR SALE.**  
 AT THE PEAK.  
 "THE FALLS" on R. B. L. No. 28.—A well built six roomed House, at present let on lease for one year.  
 For full particulars, apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.  
 Hongkong, 12th November, 1889.

**FOR SALE.**  
 THE Schooner "MONTIARA."  
 Length.....75 feet.  
 Beam.....18 "  
 Depth of hold.....7 "  
 Registered tonnage.....75 tons.  
 (Owing to recent alterations the carrying capacity of the Montiarra has been increased to about 120 tons, dead weight.)  
 The Montiarra was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European supervision, fastened throughout with 7 inch galvanised spikes, and newly re-coppered. She is lashed rigged with the best canvas sails. Draft of water 7 feet.  
 For further particulars apply to R. FRASER-SMITH, 6, Pedder's Hill.  
 Hongkong, 9th April, 1890.

**INTIMATION.**  
**J. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS, NAVY CONTRACTORS, AND GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Pedder's Wharf).  
**SOLE AGENTS**  
 for  
**RAHTIEN'S GENUINE COMPOSITION**  
 FOR THE BOTTOMS OF IRON SHIPS.  
 HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.  
 CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., OF WOOD.  
**SAPOLIO.**  
 ENOCH MORGAN'S SON'S SAPOLIO OR GENERAL CLEANING PURPOSES.  
 CHR. MOTZ & Co., BORDEAUX CLARETS, MAX HAASEN'S FRANKFURT on M. CONSERVED MEATS, VEGETABLES and FRUIT, CEMENT from the celebrated Factory of Hemmings, SWEDISH TAR and OREGON PINE LUMBER.  
 FLENSBURG STOCKBEER, ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS, EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.  
 AT REASONABLE PRICES.  
 ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.  
 Hongkong, 26th June, 1890.  
 NOW READY.  
 THE HONGKONG JOCKEY CLUB RACE MEETING, 1890.  
 A Full Descriptive Report, in pamphlet form, Orders may be sent to the following Agents:—Mr. W. Brewer, Messrs. Kelly & Walsh, Ltd., Messrs. Lane, Crawford & Co., The Hongkong Trading Co., Ltd., or to The "Hongkong Telegraph" Office, Pedder's Hill.  
 Hongkong, 8th March, 1890.  
**HONGKONG TIMBER YARD-WANCHAI.**  
 OREGON PINE SPARS and LUMBER Always on Hand.  
 L. MALLORY.  
 Hongkong, 24th June, 1891.